

HOUSE BILL REPORT

HB 2476

As Passed House:
February 9, 2012

Title: An act relating to heavy haul corridors.

Brief Description: Modifying the boundaries of certain heavy haul corridors.

Sponsors: Representatives Jinkins, Ladenburg, Armstrong, Clibborn and Hargrove.

Brief History:

Committee Activity:

Transportation: 1/26/12, 2/1/12 [DP].

Floor Activity:

Passed House: 2/9/12, 97-0.

Brief Summary of Bill

- Allows the heavy-haul corridor on State Route 509 to be extended by 1.82 miles.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass. Signed by 29 members: Representatives Clibborn, Chair; Billig, Vice Chair; Liias, Vice Chair; Armstrong, Ranking Minority Member; Hargrove, Assistant Ranking Minority Member; Angel, Asay, Eddy, Finn, Fitzgibbon, Hansen, Jinkins, Johnson, Klippert, Kristiansen, Ladenburg, McCune, Moeller, Morris, Moscoso, Overstreet, Reykdal, Rivers, Rodne, Ryu, Shea, Takko, Upthegrove and Zeiger.

Staff: Christie Parker (786-7322).

Background:

State law allows the Washington State Department of Transportation (WSDOT) to enter into agreements with ports to designate short, heavy-haul industrial corridors on state highways within port district property. These corridors allow for the movement of overweight sealed containers used in international trade. The WSDOT may issue special permits to vehicles on these corridors so long as certain weight limit requirements are met.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

Current law allows a 3.63 mile segment of State Route 509 to be designated as a heavy-haul corridor.

Summary of Bill:

The heavy-haul corridor on State Route 509 may be extended by 1.82 miles to the vicinity of Norpoint Way Northeast upon agreement by the WSDOT and the Port of Tacoma.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed.

Staff Summary of Public Testimony:

(In support) Legislation passed in 2005 allowed for the completion of a heavy-haul industrial corridor in the Port of Tacoma area. It allows sealed cargo to travel between transload facilities and marine terminals. This bill would extend that corridor so other businesses on State Route 509 can take advantage of the heavy-haul corridor. It does not oblige the WSDOT to expand the corridor; rather, it allows them to do so. A major line of business for our company is the recovery of non ferrous material that is transported from Montana and other locations. This material is exported in sealed containers. We are now required to move these containers on a "super chassis," which allows for movement of these containers onto ports. Because the containers are overweight, we incur greater expenses than businesses that are on the corridor. Extension of the heavy-haul corridor is a great benefit to us and also benefits an undeveloped area along the corridor. The heavy-haul corridor decreases our per-unit cost and therefore increases our competitiveness. Our business is willing to pay the permit fees. The businesses are willing to fund the engineering required for the WSDOT to consider the extension. The WSDOT will do core sampling to determine if wear and tear on the road would be greater than normal; if it is, an agreement will provide for payment to restore the road. The Port of Tacoma is responsible for excess wear and tear on the existing segment of the corridor.

(Opposed) None.

Persons Testifying: Representative Jinkins, prime sponsor; and Randy Windle and Louise Bray, Schnitzer Steel.

Persons Signed In To Testify But Not Testifying: None.